

CHAPTER 39 INSPECT FAR PART 135 (9 OR LESS) AIR CARRIER

Section 1 Background

1. PTRS ACTIVITY CODES

A. *Maintenance:* 3637

B. *Avionics:* 5637

3. OBJECTIVE. This chapter provides guidance in inspecting the aircraft, maintenance records, maintenance programs, and facilities of a FAR § 135.411(a)(1) operator.

5. GENERAL

A. This inspection can be conducted as a result of the following:

- An annual requirement
- As part of a continuous surveillance activity
- Reported problems with the carrier, e.g., complaint, Service Difficulty Report, accident, etc.
- Request by the office manager, district office, or region

B. FAR § 135.411(a)(1) requires operators operating aircraft type certificated for nine or less passenger seats to comply with either the inspection and record keeping requirements of FAR Part 91 or an Approved Aircraft Inspection Program (AAIP). Although this is in accordance with FAR § 135.419, the additional maintenance requirements in FAR § 135.421 must be still be met.

C. *Cargo Operations, FAR Part 135 (9 or less).* The requirements of FAR § 91.409(b) only apply to aircraft that carry revenue passengers. This allows cargo operations to function without using the 100-hour inspection.

7. APPROVED AIRCRAFT INSPECTION PROGRAM

A. An Approved Aircraft Inspection Program provides a means for a certificate holder to incorporate specific inspection requirements into an inspection program. The program can be used to control repetitive Airworthiness Directives (ADs) and special inspections resulting from Mechanical Reliability Reports (MRR's) or other service experience.

B. The program must encompass the total aircraft, including all installed equipment such as communications and navigational equipment, cargo provisions, and emergency equipment. It must include a schedule of the individual tasks, or groups of tasks, that comprise the program and the frequency with which these tasks are accomplished. The operator must substantiate the program and any revisions to the Aviation Safety Inspector (ASI).

C. When a group of aircraft involved in an aircraft pool are under an Approved Aircraft Inspection Program, each operator must maintain the required operations specifications for any pooled aircraft used. In addition, each operator involved in the pool is responsible for having procedures that determine the current maintenance status of each aircraft used from the pool.

9. ADDITIONAL MAINTENANCE REQUIREMENTS (FAR § 135.421)

A. Any operator maintaining aircraft under FAR § 135.411(a)(1) must comply with the maintenance requirements of FAR § 135.421 for engines, propellers, rotors, and emergency equipment.

B. An operator may use either the manufacturer's recommended maintenance requirements or a program developed by the operator and approved by the administrator. Any change to a program developed by an operator requires FAA approval.

11. MAINTENANCE PROGRAM APPROVAL FOR CARRY-ON OXYGEN EQUIPMENT USED FOR MEDICAL PURPOSES

A. Carry-on oxygen to be used for medical purposes must be of an approved type. If the oxygen is owned by the operator, it must be under an approved maintenance program.

B. The maintenance program for carry-on oxygen equipment used for medical purposes is approved for use on Operations Specifications Paragraph D-71 as an item of emergency equipment.

13. REVISING TIME LIMITATIONS

A. Revisions to inspection and overhaul time limitations for powerplants, propellers, rotors, and emergency equipment are based on service experience. The operator may request authorization for a time increase if the request is accompanied by supporting data. The supporting data must substantiate that the increase will not adversely affect the airworthiness of the aircraft.

B. Items whose deterioration is not affected by operational hours (such as electronic units and emergency flotation equipment) should have their time limitations established in terms of calendar time.

C. Time limitation extensions are approved and authorized for use by amending the operations specifications.

15. FAR PART 135, ON DEMAND AIR TAXI EXEMPTIONS ALLOWING PILOTS TO REMOVE AND REPLACE SEATS. Several on demand Air Taxi Operators have requested and received an exemption allowing company pilots to remove and/or replace seats in aircraft operated under FAR Part 135.

A. The exemption allows a change in aircraft configuration for the purpose of hauling cargo or if used as an air ambulance under the following conditions:

- While operating out of remote areas
- When there are no certificated mechanics available
- When the pilot is properly trained to accomplish the job task and maintenance recording requirements

B. Principal Maintenance Inspectors are to review these exemptions and to ensure the following are accomplished:

- Ensure the weight and balance program for all approved configurations are reviewed
- Ensure the configurations are in the approved flight manual
- Ensure the Operations Specifications, Part A, paragraph A5 (Exemptions) and Part E, paragraph E96 (Weight and Balance) reflect any changes relating to the exemption

Section 2 Procedures

1. PREREQUISITES AND COORDINATION REQUIREMENTS

A. Prerequisites

- Knowledge of the regulatory requirements of FAR Part 135

- Successful completion of the Airworthiness Inspectors Indoctrination Course or equivalent, and the Air Taxi Certification Course
- Previous experience with FAR Part 135 (9 or less) certification and surveillance

B. *Coordination.* This task requires coordination between Avionics and Maintenance Aviation Safety Inspectors (ASIs).

3. REFERENCES, FORMS, AND JOB AIDS

A. *References*

- FAR Parts 43, 65, and 91
- Advisory Circular 120-49, Certification of Air Carriers, as amended
- Advisory Circular 135-10, Approved Aircraft Inspection Program, as amended
- Operations Specifications
- Operator's maintenance manual

B. *Forms.* None.

C. *Job Aids.* None.

5. PROCEDURES

A. *Review the Certificate Holding District Office's Operator Files.* Review the following:

(1) *Operations specifications, Paragraph D71, Approved Airplane Inspection Program, when applicable.*

Ensure the following:

- All aircraft under this program are listed by make, model, serial and registration numbers
- The program being used is identified

(2) *Operator's Maintenance Manual, when Applicable.* Review the following:

- Procedures for approving an aircraft for return to service after inspections and non-routine maintenance
- Procedures for conducting inspections
- Procedures to ensure that the record keeping requirements of FAR § 91.417 are met

B. *Perform an On-site Inspection*

(1) *Inspect the Aircraft Maintenance Records.*

Ensure that records meet the requirements of FAR § 91.417, including:

- A description of work performed or reference to acceptable data
- The signature and certificate number of person approving "return to service"

(2) *Inspect the Aircraft.* Inspect the operator's aircraft to ensure that:

- Aircraft meet the type design
- Aircraft are properly registered and certificated
- Aircraft are in condition for safe operation

(3) *Inspect the Facilities.* Inspect the maintenance facility used by the operator to ensure that the operator's aircraft can be safely maintained.

(4) *Review the Maintenance Program.* If the operator is on a program other than a 100-hour/annual, ensure that:

- The latest revision is in the program

- The program is available to the operator's maintenance personnel

(5) *Review the records for a FAR Part 135, on demand Operator Exemption, if applicable.* Ensure the following are accomplished:

- The weight and balance program for all approved configurations are reviewed
- The configurations are in the approved flight manual

- The Operations Specifications, Part A, paragraph A5 (exemptions) and Part E, paragraph E96 (Weight and Balance) reflect any changes relating to the exemption

7. TASK OUTCOMES

A. *File PTRS Transmittal Form*

B. *Document Task.* File all supporting paperwork in the operator's office file.

9. FUTURE ACTIVITIES. None.